



# City of Edmonds

## Community Services Department

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**Date:** July 21, 2005  
**To:** Mayor Haakenson and City Council members  
**From:** Stephen Clifton, AICP, Community Services Director  
**Subject:** Community Services Quarterly Report – July 2005

As requested by the City Council, this report provides an update on major projects currently being worked on by Community Services Department staff.

### **I. EDMONDS CROSSING**

#### **Project Description**

Edmonds Crossing is a regional project intended to provide a long-term solution to current operational and safety conflicts between ferry, rail, automobile, bus, and pedestrian traffic in downtown Edmonds. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Washington State Department of Transportation (WSDOT) (including Washington State Ferries [WSF]), and City of Edmonds propose to relocate the existing state ferry terminal from Main Street, in downtown Edmonds, to Pt. Edwards, south of the downtown core. In the process, a multimodal center would be established that would integrate ferry, rail, and transit services into a single complex. A realigned SR 104 from its current intersection with Pine Street would provide access. The new complex would provide an upgraded ferry terminal designed to meet the operational requirements for accommodating forecast ferry ridership demand; a new rail station designed to meet intercity passenger (Amtrak) and commuter rail (Sounder) service; a transit center that would meet local bus system and regional transit system loading requirements; facilities that allow both vehicular commuters and walk-on passengers to utilize various transportation modes; parking, drop-off areas, retail/concessionaire space, waiting areas; and a system linking these facilities to allow for the safe movement of users.

#### **Significant Activities Since April 21, 2005**

- April, May, June and July, 2005 – City staff continued to monitor and participate in activities of the Regional Transportation Investment District (RTID). Snohomish, King and Pierce County Regional Transportation Investment District information on this issue is available via the internet at <http://www.rtid.dst.wa.us>

- May 17, 2005 –The two legislative delegations representing Edmonds, along with the Mayor of Edmonds, sent a letter to Mike Anderson, CEO at Washington State Ferries, asking that within their 2006 supplemental budget request to the Legislature, they adjust WSF's "out years" financial plan so that the Edmonds Crossing project can begin construction within the 2009-11 biennium. Within the 2005 legislative transportation package, \$1,500,000, \$10,295,000 and \$23,170,000 was appropriated for the 2005-2007, 2011-2013 and 2013-2015 bienniums respectively. The request would move the amounts appropriated in the 2011-2013 and 2013-2015 bienniums forward one biennium to help begin constructing Phase 1 components of the Edmonds Crossing project in 2009.
- June 22, 2005 – Sound Transit issued a letter to WSDOT concurring with the "Edmonds Crossing project description in the November 10, 2004 FEIS and the ROD" (Record of Decision).
- June 24, 2005 – Community Transit issued a letter to WSDOT concurring with the "size, scope and location of the proposed Edmonds Crossing project." This statement is in support of the ROD.
- July 14, 2005 – FTA signed the Record of Decision for State Route 104, Edmonds Crossing.
- July 18, 2005 – FHWA signed the Record of Decision for State Route 104, Edmonds Crossing.

Initiative 912, which repeals the 9 1/2 cents gas tax passed during the last state legislative session, likely will be certified for the November 05 ballot; the 9 1/2 cents is spread out over four years as follows:

- 3 cents on July 1, 2005
- 3 cents on July 1, 2006
- 2 cents on July 1, 2007
- 1.5 cents on July 1, 2008

The initiative repeals the "new law" (new gas tax revenue) budget only; any projects funded with the existing 28 cents gas tax (current law budget) will not be affected. Therefore, the \$35M for Edmonds Crossing contained within the 05-07 transportation revenue package will not be repealed by the initiative were it to pass (the legislature could, however, decide to move current law revenues around if 912 passes). The 1/2 cent portion of the tax dedicated to cities in the new law budget - \$168,000 for Edmonds during the first year - would be repealed.

## II. SOUND TRANSIT

### **Project Description**

During the past few years, Sound Transit has been implementing what is called the *Sound Move* Plan. One element calls for commuter rail services, otherwise known as Sounder. Commuter rail will eventually link Everett in the north with Seattle, Tacoma and Lakewood in the South, a total of 82 miles through three counties. Sounder is being implemented in three phases, one of which includes Everett to Seattle. Three commuter rail stations are planned along this corridor, i.e., Everett, Mukilteo and Edmonds.

The Edmonds Station will be located between the existing Amtrak Station and Main Street along both sides of the Burlington Northern Santa Fe (BNSF) tracks. The budget is \$8.062 million in 2001 dollars which pays for environmental review, preliminary and final designs prepared by Streeter Architects, permitting, construction, and station elements such as ticket vending machines, platforms, canopies, parking, storm drainage control, lighting, signage, landscaping, etc. Station art, which will be provided on site, is a separate budget.

Everett-Seattle Sounder, at full operation, now calls for 8 trains per day (or four round trips) and will include reverse trips. This is a reduction of two round trips from the originally proposed operational plan. Initial service will be phased in. The first roundtrip train run began in December, 2003.

In an attempt to address future needs in the area, a culvert is proposed to be installed near the Marina Beach property beneath both BNSF Railroad tracks, concurrent with the construction of a second track. This will allow for the eventual daylighting of Willow Creek at the time the Edmonds Crossing project is constructed.

### **Sound Transit 2: The Next Generation**

With an updated study and a Long-Range Plan that accounts for new growth, Sound Transit is working to set priorities for Sound Transit 2 — the next set of investments in our regional mass transit system. These projects will build directly on the system that is up and running today to create more options for travel.

Sound Transit will develop Sound Transit 2 priorities with input from the public, local cities and counties, elected officials, civic groups, planning groups, and their transit partners among others, to set priorities on a wide range of investment options, including:

- extending light rail and commuter rail lines
- adding more bus rapid transit facilities, transit centers, or adding new routes
- increasing hours of operation for all services
- determining the best technologies for moving people in the next phase.

Once the priorities are finalized, the Sound Transit Board will adopt the Sound Transit 2 plan, scheduled for mid-2006. The Sound Transit 2 investment plan would be put into action after an affirmative vote of voters living within the Sound Transit district. A vote could take place in the fall of 2006 at the earliest.

**Snohomish County Technical Working and Policy Groups** - A Snohomish County Working Technical Group, consisting of various staff from Sound Transit, Community Transit, and Snohomish County and Cities, is collectively discussing various Phase 2 transportation packages that could possibly be supported by the County as a whole. Sound Transit has also been hosting public policy group meetings made up of various elected officials from jurisdictions and agencies within Snohomish County Sound Transit district. Each member jurisdiction's elected officials participate in a policy group that reviews, assesses and discusses the kinds of public transit investments needed for communities within the Sound Transit District.

#### **Significant Activities since April 21, 2005**

- May 9, 2005 – Snohomish County Executive Aaron Reardon announced the nomination of Edmonds City Council President Richard Marin to serve on the Sound Transit Board of Directors.
- May 18, 2005 – Sound Transit notified the City that on May 12, 2005, the Sound Transit Board agreed with Sound Transit staff's recommendation to proceed with refining preliminary engineering and completing final design for the Edmonds Station (between Dayton and Main Streets) with a scope appropriate for a station that will have a 10 to 15 year life. The reason is that Sound Transit Sounder North operations will be incorporated into the Edmonds Crossing project. Sounder North Edmonds Station phasing will include building the west platform first in advance of BNSF's constructing a second rail line.
- June 6, 2005 – Sound Transit began operating a second Sounder North roundtrip train.
- July 6, 2005 – Third Snohomish County elected officials policy forum meeting held at Everett Station.
- June 6–10, 2005 – Sounder North daily ridership exceeded 400 passengers for the first time.
- July 4–8, 2005 – Sounder North daily ridership exceeded 500 passengers for the first time. Ridership reached a new high of 575 on July 8.

NOTE: Ridership from Edmonds constitutes approximately 40% of total ridership on the Sounder North line.

### **III. UNOCAL SITE CLEANUP**

#### **Project Description**

The UNOCAL property consists of an upper yard, which contained fuel storage tanks as recently as last year, and a lower yard which currently contains pipes, truck-loading racks, office buildings, etc. Additionally, petroleum contamination also exists in the soil and is floating in, and on top of, ground and surface water, resulting from more than 60 years of operation.

#### **Significant Activities since April 21, 2005**

- April, May, June, and July, 2005 - UNOCAL continued interim cleanup activities within the lower yard.

### **IV. EDMONDS PUBLIC FACILITIES DISTRICT**

#### **Project Description**

The City Council, pursuant to state law, approved the formation of the Public Facilities District (PFD) at its April 24, 2001 meeting. A PFD is a separate municipal corporation that has authority to undertake the design, construction, operation, promotion and financing of a Regional Center in the city. The Public Facilities District board consists of five members appointed by the City Council on June 19, 2001. The Board is pursuing renovation of the original Edmonds High School Auditorium in order to transform it into a first class Edmonds Center for the Arts (ECA) and multipurpose facility.

#### **Significant Activities Since April 21, 2005**

- April, May, June, and July, 2005 – The Fundraising Campaign Committee continued its focus on fundraising activities and LMN Architects continued to work with City staff on building permit related items.
- April, 2005 – \$1 million awarded by the State of Washington to the Edmonds Community College for the ECA. Edmonds Community College will be using the Center for performing arts programming and training.
- May 17, 2005 – The Snohomish County Council approved a \$560,000 grant for the ECA. This funding is a reallocation of regional Tourism Tax fund revenues previously awarded to the Fine Arts Center of Edmonds (FACE). The Edmonds PFD Board reached an agreement with FACE this spring to provide a location for FACE activities at the ECA campus.
- May 17, 2005 – Hubbard Foundation announced a gift of \$7,000 for the Edmonds Center for the Arts.
- June 28, 2005 – The Edmonds City Council voted to guarantee a construction loan for the Edmonds PFD. Providing a loan guarantee will allow the Edmonds PFD to

begin construction on the Edmonds Center for the Arts in early fall of 2005. Debt service on a loan is to be paid by the Edmonds PFD.

## **V. SNOHOMISH COUNTY PAINE FIELD**

### **Overview**

On July 14, 2004, a Mead & Hunt Inc. Business Travel Survey was issued which focused on the market potential and options for Paine Field. On August 20, 2004, a Snohomish County Citizen Cabinet issued an Economic Development Final Report - Blueprint for the Economic Future of Snohomish County. Both reports put Paine Field in the regional spotlight as they highlight the possibility of using Paine Field for commercial aircraft operations, thus changing its general aviation status.

### **Significant Activities Since April 21, 2005**

- May 5, 2005 – Community meeting sponsored by Save Our Communities was held at Olympic View Middle School in Mukilteo to discuss developments on possible commercial airline service at Paine Field. Snohomish County Executive Reardon attended the meeting along with several local and state officials. Executive Reardon proposed a review of the Mediated Role Determination for Paine Field.
- May 7, 2005 – The Mountlake Terrace City Council approved a resolution opposed to commercial passenger air service at Paine Field.
- May 7, 2005 – The Woodway Town Council approved a resolution opposed to commercial passenger air service at Paine Field.
- June 7, 2005 – The Edmonds City Council approved a resolution opposed to commercial passenger air service at Paine Field.
- July 11, 2005 – The Lynnwood City Council approved a resolution opposed to commercial passenger air service at Paine Field.
- July 18, 2005 – The Mukilteo City Council unanimously endorsed a draft interlocal agreement, prepared by Mukilteo Mayor Doran, stating that participating cities and Snohomish County will not take action that would facilitate, directly or indirectly, the use of Paine Field for scheduled air passenger service.